

IF YOU WERE BORN IN OCTOBER

YOU will have your greatest success when you stop worrying about imaginary troubles; will be hopeful, enthusiastic, generous, ambitious, careless and prone to be fickle. You will be a lover of pleasure, inclined to extravagance, sensitive, fond of praise, amiable and kind hearted to a degree. You should learn patience, the extent of your own capabilities and, above all, self control. You should marry early, selecting your mate with care, preferably a person born in February, March, May or August. Black or any shade of red or blue will be found harmonious for you. You should wear diamond or opal ornaments.

Great persons born in October: Thomas Babington Macaulay, Theodore Roosevelt, John Keats, Edmund Clarence Stedman, Benjamin West, Helen Hunt Jackson, Franz Liszt and Sarah Bernhardt.

1914 OCTOBER 1914

SUN. MON. TUE. WED. THU. FRI. SAT.

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THE SENTINEL.

BY DOBYNS & CURRY.

Entered at the Postoffice, Oregon, Mo. as Second Class Matter.

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Friday, October 2, 1914.

Republican Ticket.



For Senator in Congress, THOMAS J. AKINS.
For State Superintendent of Public Schools, WILLIAM P. EVANS.
For Judge of Supreme Court (Division No. 1), H. S. ROBERTSON.
For Representative in Congress, 4th District, MERRILL E. OTIS.
For Representative, WILLIAM R. SWOPE.
For Presiding Judge, WILLIAM HUATT.
For County Judge—1st District, PETER H. RAISER.
For County Judge—2d District, H. B. LAWRENCE.
For Judge of Probate, HARRY M. DUNGAN.
For Circuit Clerk, EDWIN A. DUNHAM.
For Clerk County Court, DANIEL R. KUNKEL.
For Collector of Revenue, WILLIAM H. ALKIRE.
For Recorder of Deeds, ANDREW O. DANKERS.
For Prosecuting Attorney, ALPHONSO M. THIBBS.
For Coroner, DR. R. R. MILLER.
Constable, BEN CROUSEL.

Remember These Things:

During the four months of April, May, June and July, 1914, under the Underwood Free Trade law, the balance of trade against us in our dealings with the world amounted to \$20,311,754. During the same period of the previous year, under the Payne Protective Tariff law, the balance of trade in our favor amounted to \$108,590,733. Thus the change of tariff policies in these four months alone has cost us nearly \$200,000,000 in our trade balances. Business abroad has undoubtedly been better, but how about business at home? Remember, Republicans, you have a ticket made up of splendid gentlemen and citizens, and every one every way qualified to fill the office with credit, and they are every way deserving of your support. When you cast your vote remember For Senator: Thomas Akins.

Quit Harrassing.

THE SENTINEL is much pleased over the action of the Missouri Press Association, in protesting, by resolution, against the harrassing and embarrassing the railroads, by every way possible, and ask the public and legislative bodies to aid the railroads in every honorable way, to obtain sufficient remuneration to enable them to render high-class service and to re-establish railway securities as a high-class investment.

In a recent interview, President R. E. Bush, of the Missouri Pacific railway, stated that in his opinion the railroads of the country were facing a crisis, and that the European war was injuriously affecting the railroads of the country more than any other industry.

Some two weeks ago the officials of the leading Eastern railroads called upon President Wilson and asked his assistance in obtaining a rehearing, at the hands of the Interstate Commerce Commission, of their petition asking for a uniform increase of 5 per cent in freight rates. President Wilson was favorably impressed with the arguments advanced by the railroad officials and seemingly left them under the impression that he would use his good offices in their behalf, but stated that he had no authority to interfere with, or any right to influence, the rulings of the Interstate Commerce Commission.

The leading papers of the country, press associations, manufacturers, and in fact, the great commercial interests of the country, are advocating increased freight and passenger rates for the railroads, and have repeatedly pointed out why it was impossible for the railroads to continue their business profitably unless some relief is extended them through an increase in rates, both freight and passenger.

Owing to the adverse ruling of the Interstate Commerce Commission on the petition of the Eastern railroads, the Western railroads seemingly concluded that there was little to be gained by their filing such a petition. However, as stated by President Bush, in his able article in the St. Louis Republic of September 17, conditions have gradually grown worse; operating expenses have increased, net earnings have decreased, and owing to the European war, the net earnings of the railroads are suffering and are threatened with even greater impairment. It is quite clear to any thinking person that the original request of the Eastern railroads for a 5 per cent increase should have been granted when asked, but if there was any doubt, such doubt has been removed by reason of existing conditions. A rehearing should be granted and a uniform increase of 5 per cent should be allowed.

As to Western railroads, we believe it is up to the Public Service Commission of Missouri to lead the way by immediately permitting the restoration of the old passenger rate and permitting a general increase in freight rates. Missouri cannot await action at the hands of the Interstate Commerce Commission.

It is up to Missouri to save its railroads from bankruptcy and financial ruin. We have already had receiverships for the Wabash and Frisco railroads, and the timely words of warning which were delivered by Mr. Bush merely forecast what will happen as to all our railroads, unless immediate relief is granted and assistance forthcoming.

The day has come when action can no longer be delayed, and each hour of delay threatens the prosperity of the grand State of Missouri and its people. If the government cannot assist the railroads in general, the State of Missouri can at least aid and assist those operated within its boundaries and should do so.

THE SENTINEL urges its readers, every fair-minded individual, every person in authority and every person of influence with such persons in authority, to their best efforts in securing action in behalf of the railroads. This is the time for all good men to come to the aid of the railroads.

Speed Mania.

The Cincinnati Enquirer has published a complete list of persons killed through automobile accidents during the month of July. The list contains names of 200 men, women and children in all parts of the country, with the specific cause of each death. Analysis of these causes shows that 95 per cent of the 200 deaths were sacrificed to speed mania. Thus the speed mania resulted in more deaths during that month than by railroad, steamboat and all other common carrier accidents combined.

States have enacted laws regulating the speed of automobiles. Cities and townships have undertaken to enforce these laws. Associations of automobile owners have co-operated in these attempts. Thousands of fines have been imposed, and hundreds of licenses have been revoked. Yet in spite of all this effort to curb the speed mania, there are still thousands of men who, assuming all risks, violate law and become guilty of homicide. This is the blight, but nevertheless the true way of putting the matter—the speed mania is resulting in involuntary homicide and suicide.

Foreigners in America.

There are several million foreigners in the United States who are subject to military duty in their respective countries. Until naturalized in this country these foreigners are subjects of their home rulers. For the most part they belong to what are called "reserves," and can be summoned home for military service just as they could be called from their homes if they resided in their native countries. Any foreign born resident in the United States is, until he becomes a citizen of the United States, a soldier of his king or emperor.

Among these foreign born residents there are probably a million Austrians scattered all over the United States, a large number of whom will recognize the commands of their king. There is probably a larger number of Germans, but fewer of these are inclined to answer their emperor's call. The large majority of Russian residents here are political refugees, and will defy the authority of the czar if he should undertake to recruit them. Loyalty of foreigners resident in the United States seems to depend on their reasons for coming here, and the conditions that might surround them if they returned home.

Fortunate for those who would return to fight as well as those who are indifferent to their country's call, return is now so fraught with danger that it will be undertaken by only those actuated by extreme patriotism. With the ocean patrolled as it is by hostile navies, the chances are that they would be made prisoners of war before they could set foot on their own native soil. Commerce is so paralyzed that any vessel sailing would be quickly suspected of hostile mission, and become legitimate subject for search, seizure and probably capture.

Excessive Punishment.

There has been much criticism of judges of Federal and State courts because of their imposing maximum sentences for minimum crimes. To illustrate, a Federal judge in Virginia sent a boy to prison for five years for stealing a two-cent stamp. This was the boy's first criminal offense. In imposing the sentence the judge made a note to the effect that the boy would be better off in prison than at home.

Some judges seem to have the idea that a man sent to prison for as long a term as the law allows, relieves society of burdens on his account in other directions. Such an idea is as fallacious as it can possibly be. Penologists declare it to be experience without exception that a man punished beyond reason becomes hostile to society, whereas a man punished within reason may subsequently become a useful member of society. If judges would act more within reason there would be fewer men acting without reason.

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